

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 20, 2003

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER ~~PS~~

SUBJECT: COMMONWEALTH TRANSPORTATION BOARD (CTB) YEAR 2003
REGIONAL FINANCIAL PLANNING AND PROGRAMMING MEETING

ISSUE: The City of Alexandria's Year 2003 testimony to the Commonwealth Transportation Board for the Regional Financial Planning and Programming Meeting scheduled for March 6, 2003, at City of Fairfax, Virginia, City Hall.

RECOMMENDATION: That City Council:

- (1) Approve the priority listing of transportation projects discussed below for presentation by the Mayor to the Commonwealth Transportation Board (CTB) for the Northern Virginia District at the March 6, 2003 financial planning meeting; and
- (2) Direct staff to prepare letters for the Mayor's signature listing the City's priorities to the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (VDRPT), as appropriate.

DISCUSSION: The Commonwealth Transportation Board (CTB) directs the allocation of State and Federal monies from various sources to selected transportation projects. The CTB conducts a series of annual financial planning and programming meetings (previously pre-allocation hearings) in each district in the Commonwealth of Virginia. The meetings provide local governments, regional bodies (including the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority and the Washington Metropolitan Area Transit Authority [WMATA]), and interested citizens and organizations a forum to provide input on the transportation needs and priority projects for the coming fiscal year.

The following are staff's recommendations for prioritizing those projects that are expected to receive funding in FY2004 from Urban Highway System Funds:

1. **Monroe Avenue Bridge** - The existing bridge crossing at Metro and CSX railroads is perpendicular to the railroad tracks, and causes right angle turns for

highway traffic at each end of the bridge. The sharp curves at each end of the bridge cause a large number of accidents. A new bridge is needed to reduce the accident rate, improve the alignment of the Route 1 Corridor, and create better highway geometrics for development in the Potomac Yard area. Following a lengthy public involvement process, City Council endorsed straightening the Route 1 and Monroe Avenue Bridge.

2. **Mill Road Realignment** - The first phase of this project will realign Mill Road in order to remove hazardous curves. The second phase will extend Mill Road west from the Telegraph Road overpass to Eisenhower Avenue beyond the Virginia Department of Motor Vehicles office. The projected cost of the first phase of the project has been completely funded by the Commonwealth Transportation Board. The Commonwealth Transportation Board's FY 03-FY 08 Six Year Plan included \$300,000 in FY 04 for this project. This allocation should be maintained to continue this project. This project and the 2% match are included in the City's Approved FY 2003 - 2008 CIP.
3. **Washington Metropolitan Area Transit Authority (WMATA) Capital Improvement Projects (CIP)** - The City's share of the WMATA CIP (including the Infrastructure Replacement Program [IRP]) is expected to increase to \$7.9 M by FY2007 and even higher in the years after. The City had requested that \$13.7 million in Urban Funds from the King Street Underpass project be reallocated to help pay its share of the WMATA capital programs. VDOT has programmed the reallocated funds in the FY2001 to FY2006 time period.
4. **Beauregard/King Street Intersection** - The need for improvements at the Beauregard Street/King Street (Virginia Route 7) Intersection and on King Street between I-395 and the western City limit was analyzed as part of the Beauregard Street Corridor Study in 1995 and 1996. In 1996, a task force, comprised of VDOT, Arlington County, and City officials and staff recommended that VDOT construct a full interchange with a six lane King Street being elevated above Beauregard Street. This project is included in the City's FY 2003-2008 Capital Improvement Program. The scope of work for the project has been revised to eliminate the grade separation and only study an at-grade intersection which VDOT is reviewing with the affected jurisdictions.
5. **Eisenhower East** - Transit improvements at the Eisenhower Metrorail Station and roadway improvements on Eisenhower Avenue between Holland Lane and Stovall Street are necessary to accommodate the estimated 64,000 daily non-auto trips and 86,000 daily auto trips to and from the East Eisenhower Valley as a result of development in the area. A conceptual work plan for East Eisenhower, developed through community consensus, prioritized needed improvements such as extension of the metro station platform across Eisenhower Avenue and reconfiguration of the bus service area, the widening of Eisenhower Avenue to

six-lanes and the development of pedestrian and bicycle infrastructure to serve these non-auto modes of travel.

Rideshare

The City is also submitting a grant request to the Virginia Department of Rail and Public Transportation for department funding assistance to continue the City's Alexandria Rideshare program.

1. Alexandria Rideshare - The City annually receives a grant to continue operation of its ridesharing program, known as Alexandria Rideshare. For FY 2004, the City is requesting \$175,419 in State funds. Local matching funds are included in the City's approved budget. The City has received annual funding for this program from the State since 1991.

Northern Virginia Transportation Commission

Staff recommends that the City endorse the State and Federal grant requests by NVTC (as shown below) to help defray NVTC, WMATA, local bus systems, and the Virginia Railway Express operating and capital costs.

1. FY 2004 grant request to VDRPT for funding to defray the costs to NVTC and its members for administration, fuels, tires, lubricants, and maintenance parts.
2. FY 2004 grant request to VDRPT for funding to defray the cost borne by NVTC and its members for equipment, facilities and the associated expenses for any approved capital grant.
3. FY 2004 VRE grant request to VDRPT to seek \$7,239,000 for FTM and administrative costs and \$3,921,974 for capital costs.

FISCAL IMPACT: The following projects, described previously, require local matching funds from the City. These funds are available either in the City's Approved FY 2003-2008 CIP or from non-City resources that are anticipated to be available in the FY 2003.

1. Monroe Avenue Bridge
2. Mill Road Realignment and Extension
3. Washington Metropolitan Area Transit Authority CIP
4. Beauregard/King Street Intersection Improvements
5. Alexandria Rideshare

Local Matching Funds for Federal and State operating and capital assistance received at the Northern Virginia Transportation Commission is included in the City's Approved FY 2003 Transit Subsidies budget for Metrobus Replacement and Rehabilitation.

STAFF:

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